

FREE BIWEEKLY NEWS MAGAZINE

THE
BARNACLE

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MARCH 12 - 25, 1992




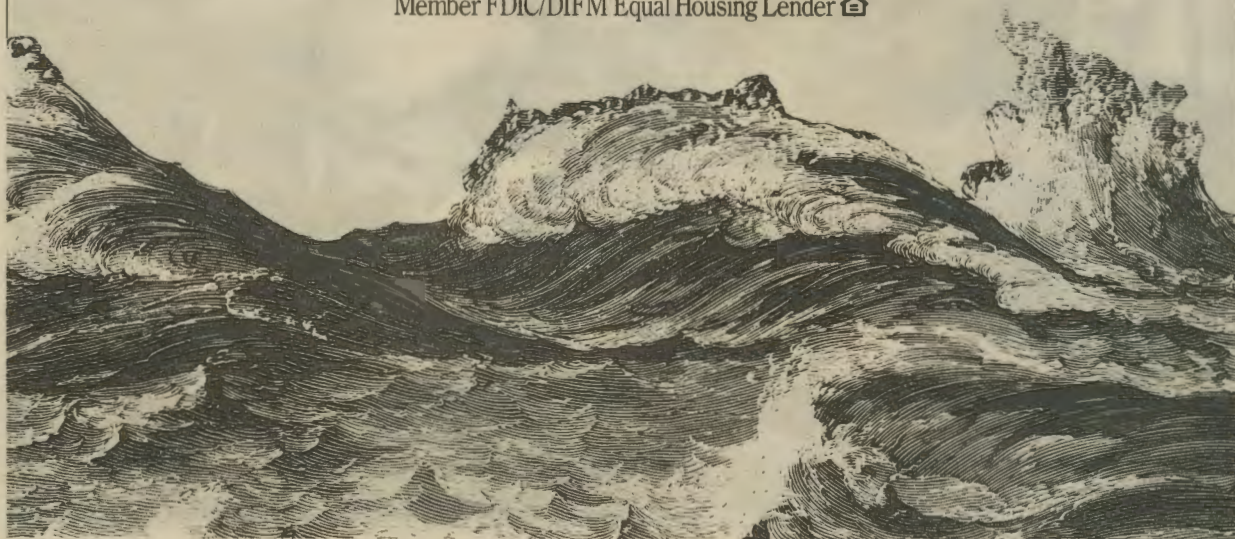
The F/V Bonansa was caught by the Barnacle camera moving astern at Steamship Pier last week. It gets a difficult for vessels to get in and out of the docks when many vessels are in port.

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LETTER FROM THE EDITOR

Waking a sleeping giant. You could describe that about New Bedford and its fishing community. Local boatowners and skippers of the dragger fleet apparently finally felt the reality about the March first deadline for the groundfish plan and with some encouragement from Howard Nickerson by VHF, they sailed home to show their force in numbers at a Danvers meeting. What a sight it was to see them load onto four buses for the trip to the meeting where they heard the Management Council propose how it plans to cut fishing effort by 50% over five years.

Now, many are wondering, will New Bedford fishermen stay active? And will they develop their own rebuilding plan of reducing fishing effort by such drastic numbers? There was no doubt about it. The council clearly got the message that New Bedford might care somewhat about the proposed plan, however late in the game plan it is. But the challenge of showing up in force for one meeting does not make the process go away. Far from it, in fact.

The New Bedford fleet with both the scallopers and draggers must continue to be active and must continue to strengthen its views for government regulators to listen. Only time will tell if that happens. Meanwhile hats-off to the guys who steamed home for that meeting. We hope you keep active!

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Cover Photo: George Estudante (on right) of Norstar Seafoods dumps a load of skates for processing at his plant in the city's South Terminal recently.

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Ship to Shore..... *messages from offshore and home*

Happy Birthday
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of F/V Rainbow
Love Shari + Cassie Amaral
XO March 2nd XO

Happy Birthday
To The Old Dog
MALAKYE
March 17th

Happy Birthday
My #1 Dad
Daniel E. Rodrigues
Mate of F/V Rainbow
Love your son
Raymond E. Rodrigues
K K B O L
March 2nd

Happy Birthday
Herman Saunders
March 17th

Sonny Stanley
Bergie's Seafood
HAPPY BIRTHDAY
MARCH 13TH

HAPPY BIRTHDAY
**ANTHONY
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March 14th



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Deadlines are the first and third
Friday of each month for the
preceeding issue.

**NEXT ISSUE MESSAGES FOR
PERIOD March 26- April 8**

**DEADLINE FOR THESE
MESSAGES IS MARCH 20TH**

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New Bedford Fishermen Make Presence Known At Management Council Meeting In Danvers

It took some discussion on the VHF radio and the word spread like wildfire. No matter whether they had fish onboard or not, over 50 New Bedford draggers headed back to port on February 25th to "show their unity" in Danvers.

Over 300 fishermen packed onto four buses chartered for the trip to a New England Fishery Management Council meeting. That was where the Council was to discuss and approve a tentative groundfish management plan.

It was a triumph for people like Howard Nickerson, Jim Costakes and Rodney Avila who have been trying to get a sympathetic ear among the fishermen for years. When Avila showed up at the docks in his usual morning rounds, he was quite surprised by the buses and the amount of men heading to the meeting.

Those that did attend did not like what was proposed as the measures to reduce fishing effort to rebuild the dwindling fishing stocks. The Council was forced by a court decree to develop a draft proposal by March 1 or the



government would have had to step in.

As result of that meeting New Bedford fishermen plan to continue meeting and develop a plan of their own. One boatowner suggested that they should tie their vessels up for three months in the summer. That action would not be favored by seafood dealers who maintain a supply of product to customers.

The Management Council's draft to Amendment 5

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calls for drastic measures of reducing fishing effort by 50% over 5 years. The measures being proposed include the following:

- *Establish a vessel moratorium into the groundfishery- Fishermen would not be assured future access to the groundfish resource if the management plan is implemented that limits the number of participants unless they show evidence that they fished for groundfish prior to February 21, 1991. This provision includes actions for permit transfer and appeals and vessel replacement.*
- *Vessels will be allocated days at sea fishing for groundfish based on individual historical performance and a fishing mortality reduction target.*
- *Vessels must take part in a monitoring program with the use by lease or purchase of electronic transponders which will track when a vessel is at the docks or at sea.*
- *Increase in the net size to 6 inch diamond or square and within one year implement a 6 inch regulation for the entire net, both codends and lengthening pieces.*
- *Provide for an option to change the minimum size of fish based on scientific study to determine rebuilding results.*
- *Propose to enlarge the haddock spawning area closure of Area II and extend the season. Area I will be suspended and haddock trip limit of 2,500 lbs per trip be implemented.*
- *Determinations made by the bottom trawl survey to indicate whether to close a large area off Souther New England to yellowtail fishing, with such a closure to last from 12-13 months. A scientific review would determine if the area could be reopened.*
- *Allow only mesh of a minimum size to be on board in regulated mesh areas.*
- *Vessel operators and dealers will be mandated to report all landings and effort data*
- *Dealers will be required to be permitted*

The proposal is expected to be reviewed before public hearings throughout New England next month.



Monitoring VHF Channel 11

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A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

The following is a letter Congressman Gerry Studds has received from Coast Guard Rear Admiral Joel Sipes regarding Studds request that the Coast Guard hold a meeting in New Bedford to discuss the boarding and inspection procedures.

Dear Mr. Studds:

This is in response to your letter of 29 January 1992 requesting a public meeting in New Bedford regarding the new fishing vessel regulations and Coast Guard boarding policy.

We are presently working on such a meeting during the mid-March time frame in New Bedford to discuss the new regulations. Members of my staff have been holding such meetings throughout the District since the regulations were published. These types of meetings have been and will continue to be held to help educate fishermen on the new regulations.

We have also conducted numerous dockside examinations of fishing vessels throughout the First District and have made an effort to reach as many fishermen as possible. These exams are proving to be very

successful. The Coast Guard examines the vessel with the owner and explains the new regulations and how they apply to that particular vessel. If the vessel is in compliance with the new regulations, it is issued a F/V Safety Sticker (very similar to the Courtesy Motorboat Examinations done by the Coast Guard Auxiliary for recreational vessels). If a vessel with a sticker is boarded while underway, the time spent during the boarding is greatly reduced.

Pursuant to your request, the tentative meeting is being expanded to also cover Coast Guard boarding policy and procedures. Once the exact date and location have been firmed up, I will advise you.

I would appreciate any assistance you could provide in spreading the word of this meeting. In spite of our efforts to inform the fishing community of such meetings, attendance has sometimes been low. Enclosed is a list of some of the other activities we participated in to promote fishing vessel safety in this district. We have continually stressed the importance of communication and understanding to attain our goal of being "partners in safety" with the fishing community.

In other matters, Rep. Walter Jones (D-N.C.) announced recently that he will retire after his current term expires, paving the way for Congressman Gerry Studds to assume the Chairmanship of the House Merchant Marine and Fisheries Committee.

Rep. Studds is currently the vice-Chairman of the Committee, and he chairs the Subcommittee of Fisheries and wildlife conservation and the Environment.

"The chairmanship would mean real new clout for our district and the Commonwealth of Massachusetts," said Rep. Studds. "As chairman, I would be in a strong position to press for legislation which increases economic opportunity and protects the environment in coastal areas, like southeastern Massachusetts."

The committee has legislative jurisdiction over a wide array of shipping and maritime laws critical to the future of many marine-related industries.

Rep. Studds' ascent would mean that Massachusetts representatives would chair two of the 22 House Committees. Rep. Joe Moakley chairs the House Rules Committee.

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Boatowner Tax Dispute Heading For White House

Some relief for local fishing boatowners could be on the way if President George Bush approves a tax package passed to him from the U.S. Senate. Political observers fear that a veto may be in order though.

Included in the sweeping tax package is a proposal which would write off nearly \$11 million dollars that the Internal Revenue Service claims is owed to the government by boatowners for back taxes.

The bill was proposed by both Senators Edward Kennedy and John Kerry in the Senate and supported by Representative Gerry Studds in the House.

The bill would resolve a dispute between boatowners and the government over the tax status of fishermen working on New Bedford boats that are self employed.

If a presidential veto occurs, it is hoped that the White House would work out a compromise with Congress which would clarify the IRS provision under which conditions boatowners must withhold taxes for crewmembers.

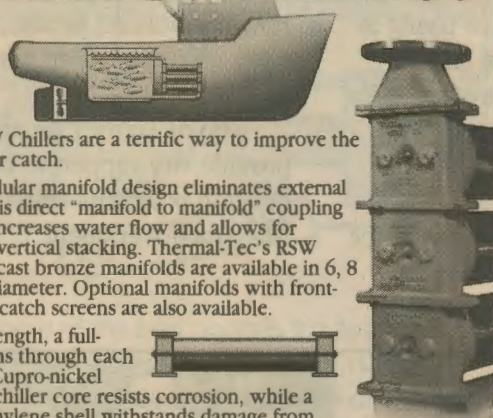
Some members of Congress claim that the IRS does not apply the tax laws correctly and they are hoping that the IRS would drop its case against the boatowners. Nearly

100 boats are involved in the four-year dispute.

In a statement released to the news media, Senator Kennedy stressed the importance of the Senate vote. "This is a significant step forward on an issue that has unfairly plagued the fishing industry in New Bedford for too long."

Fishermen are considered self-employed if they work on a boat that is manned by ten men or less and are paid a share of the trip's catch. According to a 1976 law, boatowners are not required to withhold taxes from them.

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Norstar Seafoods Plays Host To Visiting Government Official From Madeira

The Director for Planning for the regional government of Madeira Island was in the city recently to learn about the fishing industry and toured the South Terminal seafood plant of Norstar

Pedro Manuel Pontes Ventura is taking part in an International Visitor Program sponsored by the United States Information Agency.

It was Ventura's first visit to the U.S. He had spent some time in Washington DC meeting with government officials before his trip to New Bedford.

Before the Norstar visit, Ventura spent a morning at City Hall discussing the fishing industry and tourism. Those in attendance included Norstar owner Armando Estaudante, businessman Tony Afonso, Seafarers International Union Agent Henri Francois, HDC Director Marty Manley, John Moore, John Medeiros and Mayor Rosemary Tierney.

Ventura also learned about the



Norstar Seafoods President Armando Estaudante(center) explains the process of preparing skate wings to the market to Pedro Manuel Pontes Ventura (left)

city's effort to develop tourism which he said he hopes to may work well with the island of Madeira. "We are now trying to diversify our tourism and financial grants are available for anyone wanting to invest in industries and tourism in Madeira."

Following the meeting at the

Mayor's office, the group spent about one hour touring Norstar where Mr. Estaudante explained how his workers process the less-used species of skate wings and dogfish.

Mayor Tierney pledged to provide city support to help develop programs with the Madeira government.

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Plan to License Fishing Vessel Skippers Goes To Congress

The Department of Transportation sent to Congress the Coast Guard's plan for licensing operators of commercial fishing vessels. Congress required the plan when it passed the Commercial Fishing Industry Vessel Safety Act in 1988.

The plan was developed after a two-year examination of accident information involving fishing vessels and upon recommendations from the industry on how to improve its own safety record.

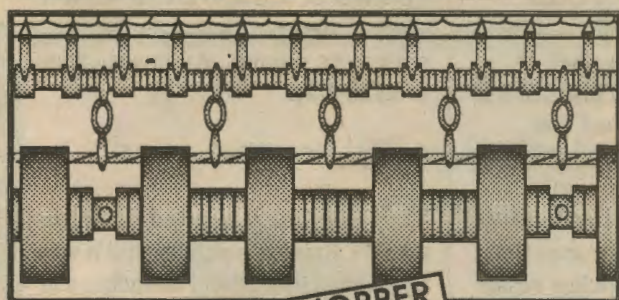
Under the plan, Coast Guard-approved private sector training facilities would be responsible for certifying that operators completing

their course comply with federal professional competency standards. This certification would constitute one of several eligibility requirements operators need to obtain a license. The certification would also be based upon an operator's satisfactory completion of a Coast Guard-approved training course specifically tailored to the seamanship and navigation needs of commercial fishermen.

To implement the plan, appropriate standards for commercial fishing vessel operator competency would be established. The Coast Guard will work with representatives of the commercial fishing industry to

produce these standards. Eventually competency standards for operators of vessels less than 100 gross tons, and for operators of vessels greater than 100 gross tons but less than 200 gross tons, would be adopted. These competency standards would form the basis for two new licenses.

As required by federal law, candidates for these licenses will remain subject to provisions related to "age, character, habits of life, experience, professional qualifications, and physical fitness," as well as, citizenship, recency of service, and English language ability.



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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

February 7, 1992/ 2:25 AM

The Coast Guard Operations Center received a 406 EPIRB alert from the F/V Teresa Marie 10 miles east of Highland Light. The vessel reported that it was in no distress and the EPIRB it had on board was a Litton Model 948-01, a model which has had a history of false alarms. The operator initially refused to remove the batteries to secure the signal. The Coast Guard Safety Office was briefed and advised the vessel could not be terminated under the regulations because her radio was operational, although a report of radio interference could be issued. The shore side contact number was called and he said he would have another fishing bring an EPIRB out to the vessel. This information was passed to the F/V Teresa Marie and the master agreed to deactivate the EPIRB. This model EPIRB will be subject to manufacturers recall to correct a faulty seal which has been causing numerous false alarms.

February 7, 1992/ 9:45 PM

The F/V Calypso called for Coast Guard assistance when it became disabled 125 miles east of Nantucket.

The vessel was disabled with clutch problems and could go astern, but not forward. A Mariners Assistance Broadcast was issued with negative results. A cutter was diverted to assist and was to arrive on the scene at approximately 6:30 AM the next morning. The vessel was towed to Nantucket Sound where the Tug Jaguar relieved the tow.

February 10, 1992/ 4:51 AM

The Coast Guard received a call from the F/V Hunter reporting that it was taking on water from an unknown source 120 miles east of Provincetown. The F/V pumps could not keep up with the flooding and all ten crewmen onboard donned exposure suits. The F/Vs Courageous and Rainbow were on scene and standing by. A Coast Guard Aircraft was launched and delivered pumps to the vessel. A Coast Guard Cutter was instructed to get underway, but reported that weather conditions off Provincetown were beyond the cutter's capabilities. Another cutter was diverted to assist. It was reported that two pumps that were delivered to the stricken vessel were damaged upon delivery. Two other pumps were delivered and

brought the flooding under control. The pumps then stopped working and another aircraft was launched to deliver more pumps. Once on the scene, the master of the Hunter decided it would be prudent to evacuate nonessential personnel from the vessel. Nine crewmembers were transferred to Coast Guard Airstation by helicopter. The master of the vessel stayed onboard and attempted to proceed to rendezvous with an arriving cutter. The two fishing vessels stood by the Hunter in case the master was forced to abandon ship. Prior to the Cutter Escanaba arriving on scene, the master was forced to abandon ship on to the F/V Courageous. A rescue and assistance team made an attempt to save the vessel, but were unsuccessful. The vessel sank with no one onboard. The Courageous was also able to retrieve some of the gear aboard the Hunter prior to its sinking. An investigation is under way.

February 10, 1992/ 2:45 AM

The Coast Guard received a call from the F/V Raiders reporting that it was 60 miles southeast of Nantucket and was disabled with a net in its propeller. A Mariners Assistance



JON BRYAN

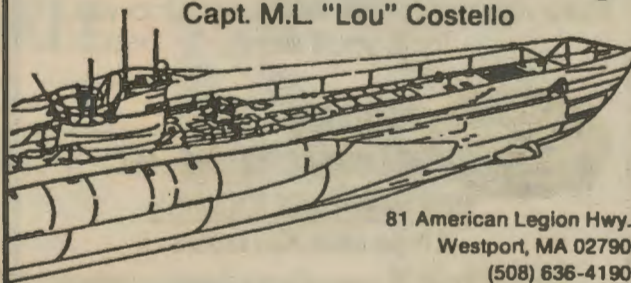
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Broadcast was issued with negative results. The Cutter Escanaba was diverted to tow the vessel due to forecasted heavy weather. The vessel was towed to Nantucket Harbor.

February 13, 1992/ 5:04 PM

Coast Guard Station Woods Hole copied a male voice on Channel 16 identifying himself as the U.S. Coast Guard. A second voice yelled Mayday at least 15 times and then identified himself as the Vessel Jonah located 50 yards off Fort Phoenix and going down. A state environmental boat was underway in the immediate area of the distress, but reported no vessels in the area. There was no response to an Urgent Marine Broadcast.

February 14, 1992/ 4:24 AM

The Coast Guard Operation Center received a 121.5 EPIRB alert coming from the vicinity 60 miles southeast of Nantucket. An aircraft was launched to investigate the source and found four vessels underway fishing with no signs of distress. The aircraft was unable to establish radio contact with any of the vessels; however the EPIRB ceased after the aircraft initiated the radio broadcast. No other EPIRB alert was received and it was determined to be nondistressed.



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Local Mariners Earn Marine Firefighting Certificates

Captain Charles R. Gomes of New Bedford and Captain Phil Lawrence of South Dartmouth have been awarded Basic and Advanced Fire Fighting certificates by Northeast Maritime of New Bedford. The certificates are required by the US Coast Guard for Merchant Marine Officer licenses.

Captains Gomes and Lawrence earned the certificates by completing a five-day course at Northeast Maritime in New Bedford and at the Barnstable County Fire and Police Academy in Hyannis, Mass.

Captain Gomes has worked on towboats for 33 years. He is now employed as a boat captain by Morania Tanker Corporation, Staten Island, New York.

Captain Lawrence, a former fisherman is now employed as a boat captain by Hy-Line cruises, Hyannis, Mass.



Captain Charles R. Gomes



Captain Phil Lawrence



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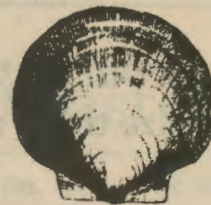
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SCALLOP LANDINGS



Monday, February 24, 1992 *No Scallopers At Auction*

Tuesday, February 25, 1992 *No Scallopers At Auction*

Wednesday, February 26, 1992 *No Scallopers At Auction*

Thursday, February 27, 1992 *No Scallopers At Auction*

Friday, February 28, 1992 *No Scallopers At Auction*

Monday, March 2, 1992 *No Scallopers At Auction*

Tuesday, March 3, 1992 *No Scallopers At Auction*

Wednesday, March 4, 1992 *No Scallopers At Auction*

Thursday, March 5, 1992 *No Scallopers At Auction*

Friday, March 6, 1992 *No Scallopers At Auction*

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PRODUCT REVIEW:

New Manifold Screen Catches Disaster

Thermal-Tec Refrigeration, Inc., manufacturer of refrigeration systems for the commercial fishing industry, has introduced a new front-access debris catch screen manifold which enhances the serviceability of their RSW chiller systems.

The new rigid stainless steel catch screen housed inside the manifold stops crabshells, seaweed or other debris from entering the system - protecting the chiller core, pumps and plumbing throughout the RSW unit.

Rocks (which are pulled up through trawl nets) are especially destructive to manifolds, pumps or other high-flow areas. Thermal-Tec's

new catch screen system stops rocks and gravel from entering these areas and holds debris in a service compartment. Convenient front access to the compartment requires no plumbing removal or refitting when inspection or cleaning of debris is necessary.

Thermal-Tec's modular manifolds are designed for horizontal or vertical stacking of chillers, reducing plumbing and maximizing work space. The large ports in the manifold increase seawater flow, resulting in a greater and more efficient chilling capacity.

For more than 15 years, Thermal-Tec has been engineering and manufacturing complete RSW and air-blast

systems. A favorite with fleets in the North Pacific as well as other parts of the world, Thermal-Tec's RSW systems keep fish chilled for extended periods of time - enabling vessels to fish longer while maintaining a high quality catch.

Thermal-Tec also offers completely assembled hydraulic, electric and diesel-powered refrigeration plants for fishing vessels and shore-side facilities world wide.

For more information, you can contact Thermal-Tec Refrigeration, Inc., 19632 70th Street, Bay 3, Kent WA 98032, USA or call 206-872-7466. Toll-free 1-800-275-1321, fax 206-872-0813.

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JOHN MEDEIROS
Owner

Humbak 18,100/ Chain 16,500/ Sancor 16,300/ Impulse 14,200

TOTAL 65,100 lbs

200 lbs
41,100 lbs
15,200 lbs
1,000 lbs
3,600 lbs
4,000 lbs

Haddock Large 2.25
Cod Whale 1.55/Large . Markets & Scrod 1.55-1.65
Georges Flounder 2.70/ Large 2.50-3.00/Small BB 2.50-2.55/ PW 1.00
Dabs Large 2.25/ Small 2.00
Sand Dabs 1.10-1.25
Yellowtail 100-120 count 2.10 / 160-180 count 2.00

March 2, 1992
Monday

Shelagh K 10,000/ Ocean Spray 11,700/ Libby II 15,500/ Maureen S 20,500/ Seel 16,500

TOTAL 74,200 lbs

25,500 lbs
28,500 lbs
2,500 lbs
12,700 lbs
5,000 lbs

Cod Whale 2.00/Large 1.80-2.00/ Markets 1.95-2.05/ Scrod 1.80-2.00
Georges Flounder 2.00-2.10/ Large 2.00-2.55/Small BB 1.90-2.45/ PW 1.75-2.00
Dabs Large 2.05/ Small 2.00/ PW 1.00
Sand Dabs 1.10-1.50
Yellowtail 100-120 count 2.20

March 3, 1992
Tuesday

Lucisaura 24,500/ Galicia I 28,000/ Lady of Grace 17,300/ Dinah Jane 12,100/ Bagatell 13,500

TOTAL 95,400 lbs

1,300 lbs
25,700 lbs
900 lbs
7,300 lbs
1,000 lbs
3,600 lbs
4,000 lbs

Haddock Large 2.00/ Scrod 1.60-2.00
Cod Large . Markets & Scrod 1.10-1.75
Blackbacks Small BB & PW 2.00
Georges Flounder Large, Small BB & PW 2.00-3.00
Dabs Large 1.00-2.00/ Small .80-2.00/ PW .60-2.00
Sand Dabs 1.00-1.10
Yellowtail 100-120 count 2.20-2.30 / 160-180 count 2.00-2.10

March 4, 1992
Wednesday

Mayflower 15,000/ Blue Seas II 15,900/ My Way 17,300/ Neves 15,000/ Susie K 12,500

TOTAL 75,700 lbs

27,200 lbs
15,200 lbs
3,700 lbs
26,600 lbs
2,900 lbs

Cod Whale .70-1.05/ Large .Market & Scrod .70-1.50
Georges Flounder Large BB & Small BB 2.25-2.70/ PW .80-2.70
Dabs & Small 1.50-2.25/ PW .80-2.25
Sand Dabs .89-1.25
Yellowtail 100-120 count & 160-180 count 2.30

March 5, 1992
Thursday

Irene Maria 10,100/ Santa Queen 18,100/ Vila Ihavo 17,600/ Sunflower 15,800/ Valkyrie 9,400/
Costa DeGale 15,000/ Sunshine 19,500/ Jenny Christine 16,100/ Isabel S 17,200/

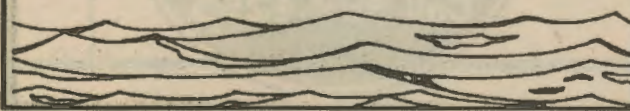
Niagara Falls 9,400
TOTAL 148,200 lbs

1,700 lbs
44,000 lbs
6,000 lbs
7,800 lbs
67,000 lbs
19,500 lbs

Haddock Large 1.40-1.50/ Scrod 1.00-1.25
Cod Whale 1.05-1.25/ Large .Market & Scrod .80-1.25
Georges Flounder 2.50/ Large BB 2.50-2.75 / Small BB & PW 1.00-2.75
Dabs 1.00-1.50/ Small .80-1.00/ PW .60-.80
Sand Dabs .60-2.00
Yellowtail 100-120 count 2.00 / 160-180 count 1.25-2.00

March 6, 1992
Friday

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No. 13

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by
Richard C. Hiscock

Fishing Vessel Safety regulations Apply To ALL Fishing Vessels Selling Catch

Several people have asked the question: Are vessels catching and selling fish, such as Atlantic Bluefin Tuna, Stripped Bass, and the like, required to comply with the commercial fishing industry vessel safety regulations? The answer according to the LCDR Paul R. Von Protz of the First Coast Guard District, Marine Safety Division is Yes!

The key to the answer is *selling*. A vessel engaged in selling "fish" ("meaning finfish, mollusks, crustaceans, and all other forms of animal and plant life ...") is considered to be a "fishing vessel" ("meaning a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking or harvesting of fish."). Even a vessel with a "sport" tuna license from National Marine Fisheries Service (NMFS) will be considered a commercial fishing vessel by the Coast Guard if the catch is sold.

Vessels which sell the catch, or a portion of the catch - whether it be Atlantic Bluefin Tuna, Stripped Bass, Soup, tatau, Winter Flounder, Lobsters,

Clams, Mussels, scallops, whatever - are considered to be "commercial fishing vessels" and are subject to the fishing vessel safety regulations. In addition, a vessel, 5 Net tons or more (generally a vessel 40 feet in length will measure 5 Net tons), engaged in commercial fishing, is required to be documented with the Coast Guard and the Certificate of Documentation must be endorsed for "Fishing". A vessel less than 5 Net tons - if propelled by machinery - must have a certificate of numbers issued by the state of principle use.

Vessels carrying passengers for hire are regulated by other safety regulations: either sub-chapter "T" (small passenger vessels) or subchapter "C" (uninspected passenger vessels so called "six pack" boats). These vessels are not subjected to the commercial fishing vessel safety regulations when operating as a passenger vessel. But, these vessel are required to meet the fishing vessel safety regulations at times when they are not carrying passengers and are commercial fishing - selling the catch.

These provisions may come as a

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surprise to vessels catching and selling Atlantic Bluefin Tuna off the coast of New England during the summer months, or vessels fishing for scup in Buzzards Bay. Many vessels that normally think of themselves as pleasure vessels or "yachts" are now confronted with a different and more stringent set of manning, documentation and safety regulations.

The requirements for safety equipment are complex, but are designed to make commercial fishing vessels safer. Most vessels engaged in Tuna fishing will at one time or another operate outside the "boundary line", and are required to meet the vast majority of the

fishing vessel safety regulations. The exception is a vessel which operates exclusively in Penobscot Bay, Cape Cod or Buzzards Bay; or Nantucket, Vineyard, Rhode Island, or Long Island Sounds. vessels operating in those areas will find a less stringent list of fishing vessel safety requirements.

The fishing vessel safety regulations vary depending on several factors, including

(a) state numbered or documented with the Coast Guard,

(b) the number of persons on board,

(c) the area of operation, and

(d) the season of the year.

For example, immersion suits are required on commercial fishing vessels operating in certain areas, during specified months of the year. CATEGORY I [406 MHz] EPIRBs are required on all commercial fishing vessels operating on the "high seas" (outside the three mile limit), unless they have no berthing or galley. (See next pages for requirements for "all vessels" and "documented vessels operating outside the boundary line".)

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If you don't have a copy of the new fishing vessel safety regulations, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington or LCDR Paul Von Protz:, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-0444.

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing

vessel, contact the Fishing Vessel Safety Specialist in your areas: LT Trish McAllister, MSO Portland Maine (207-780-3251); CWO Joe McKechnie, MSO Boston (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400) or LCDR John O'Brien, MIO New York (212-668-7810).

Documented Vessels Operating Beyond The Boundary Line or With 16 or more Persons On Board

- * Vessels using ammonia as a refrigerant must be equipped with two (2) self-contained breathing apparatus and spare bottles. [28.205]
- * First-Aid Manual and First-Aid Kit. [28.210]
- * First-Aid and CPR Training. [28.210(c)(d)(e)] - 1 SEP 1993
- * Machinery guards. [28.215]
- * Navigation publications [28.225], including —
Charts, Coast Pilot, Light List, Tide Tables, Current Tables.
- * Compass and deviation card. [28.230]
- * Anchor and rode appropriate for vessel [28.235]
- * Radar Reflector for nonmetallic vessels that are not visible on radar at six miles. [28.235]
- * General Alarms. [26.240] 1 SEP 1992
- * Communications equipment. VHF/SSB emergency power. [28.245]
- * High Water Alarms for vessels 36 feet and over, [28. 2501]
- * Bilge Pumping systems. [28.255]
- * Electronic Position Fixing Devices (LORAN/GPS, etc) for vessel 79 feet or more. [20.260]
- * Emergency instructions. [28. 265]
- * Drills, training and safety orientation. [28.270]
- * Drills, training and safety orientation must be conducted by qualified (trained) person. [28.270] - 1 SEP 1994

Commercial Fishing Industry Vessel Safety Regulations NEW ENGLAND

- * Additional casualty reporting requirements. [28.80]
- * Cr wmen required to report of injury within 7 days. [28.90]
- * PFDs (lifejackets), or Immersion Suits. [28.110]
- * Ring Buoy requirements. [28.115]
- * Survival Craft: liferafts, buoyant apparatus, etc. [28.120] - 1 SIP 1993
- * Wearable personal flotation devises (PFDs, immersion or exposure suits) must be marked with either: the name of the vessel, the owner of the device, or the individual to whom it is assigned. [28.135(d)]
- * Remainder of lifesaving equipment marking. [28. 135] - 1 SEP 1992
- * Life saving equipment on board must be maintained and inspected a regular intervals. [see table at 28.140]
- * Visual Distress signal: [28.145]
- * EPIRBs - category 1 - 406 MHz. [28.150 & 25.26]
- * Additional requirements for Fire Extinguisher on vessel ~ 65 feet and over. [28.160]
- * Injury Placard. [28.165]
- * Inland Rules of Road for vessels 39.4 feet (12 Meters) or more LOA operating inside COLREG Demarcation Line. [33 CFR 88.05]

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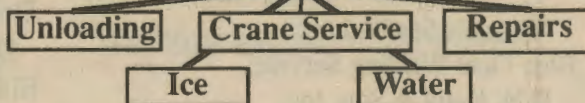


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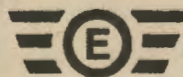
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Cancer Patients Get A Lift From The New Bedford Fishing Industry

A special contribution of more than \$7,000 signifies the the community spirit of the New Bedford fishing industry towards the Boston Ronald McDonald House. The Boston Ronald McDonald House (BRMH) is a home-a-way- from-home for families of children with cancer being treated at Children's Hospital or Dana Farber Cancer Institute. This recent contribution brings the total amount raised by the New Bedford fishing industry during the last three years for the BRMH to more than \$21,000.

The Boston Ronald McDonald House provides convenient, low-cost temporary lodging for families who would otherwise have to sleep at the hospital or at an expensive hotel. The BRMH also provides a caring and supportive home-like environment for families who are going through stressful, emotional experiences. For many of the families who have traveled great distances for specialized treatment, the Ronald McDonald House provides the type of support that is missing from far away neighbors, friends, and family.

The New Bedford fishing industry donation, coordinated by Marjorie Orman of Solveig's, reflects a broad range of community support.

Businesses that contributed this year include:

Bergie's Seafood Inc.;
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Viking Queen;
Zibet.

The Boston Ronald McDonald House was founded in 1979, one of the first ten Ronald McDonald Houses, and is now part of an international network of more than 150 Ronald McDonald Houses in nine countries worldwide.

USCGC Campbell Log (WMEC 909)

Written by *ENS Steve Pearson*

The U.S. Coast Guard Cutter CAMPBELL returned to New Bedford recently after an intense six week patrol. We conducted Alien Migration Interdiction Operations (AMIO) and also made the 3rd largest maritime cocaine seizure in history.

Our main goal was to patrol the Windward Passage between Cuba and Haiti interdicting small sailing vessels with Haitians onboard seeking asylum in the United States. We started patrolling our assigned area when we were tasked to intercept the M/V HARBOUR, a 495' cargo vessel, suspected of transporting narcotics into the U.S.

On the night of 5 January we intercepted the vessel and what

started as a routine boarding ended up as a Rescue and Assistance (R & A) nightmare that lasted two weeks and netted the CAMPBELL nearly 10,000 lbs of cocaine.

The vessel was seized and the 28 man crew arrested for transporting illegal narcotics. CAMPBELL then escorted her prize to Port Everglades, FL where U.S. Custom Service took possession of the M/V on 19 January. Upon mooring in Miami, FL the crew of the CAMPBELL was awarded the Meritorious Unit Commendation for their hard work and dedication in seizing and saving the M/V HARBOUR.

After a few days rest in Miami, it was time to get back at the main goal

of this patrol, AMIO. We arrived back in our operation area where several hundred Haitians were underway in small, open sail boats en route the U.S.. Night after night we interdicted over crowded boats, many of which are unseaworthy, filled with people seeking a better life in the U.S. CAMPBELL interdicted a total of 1001 Haitians. We took all the Haitians to Guantanamo Bay, Cuba Navy base where they are interviewed by the Immigration and Naturalization Service for asylum claims. After a much needed inport period for maintenance and repair, CAMPBELL will sail again on another patrol in March.

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of Mattapoisett

Scallops Amandine

RECIPE

1 lbs sea scallops
1/3 cup seasoned flour
1/3 cup butter or margarine, divided
2 tablespoons chopped parsley
1/2 cup canned slivered, toasted almonds
watercress
4 lemon wedges

Cut larger scallops in thick slices and dust with seasoned flour. Melt about one-half the butter in frying pan and add scallops. Cook until golden brown, turning to brown evenly. Arrange scallops on heated platter. Melt remaining butter and pour over scallops. Sprinkle with parsley and almonds. Garnish with watercress and lemon wedges. Makes 2 servings

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2. ULGNDBEIR

--	--	--	--	--	--	--	--
3. SMEH/ZSIE

--	--	--	--	--	--	--	--
4. IPTR/IIMTL

--	--	--	--	--	--	--	--
5. LTODAECAL/YADS

--	--	--	--	--	--	--	--
6. IMNRNOOGII/EYTMSS

--	--	--	--	--	--	--	--

Mystery Word

										/				
--	--	--	--	--	--	--	--	--	--	---	--	--	--	--

**Answers
to Games
Page 29**

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VISA/MC

Congressional Candidate Jon Bryan Charges Studds With "Missing The Boat"

BARNSTABLE• Congressional candidate Jon Bryan said that the inability of Studds to help area fishermen in last week's Democrat tax package shows that "our Congressman has once again missed the boat when it comes to the needs of our maritime industry."

Bryan said that it was "very sad" that it took the intervention of the U.S. Senate to finally apply "just remedial action which has the potential to end a tax nightmare for area fishermen that threatens to bankrupt dozens of

boatowners."

In a four-year dispute between boatowners and the government, the IRS wants to retroactively tax nearly 100 fishing vessel owners \$ 11 million over the definition of "self-employed."

"Despite the fact that Gerry Studds would have us believe that he is an 'influential' legislator," noted Bryan, "he has once again failed to demonstrate any stature in the U.S. Congress to the detriment of the fishing community which he represents."

Bryan said that this issue once again shows that Studds' seniority and potential "are being squandered by a lack of attention to the economic well-being of the 10th district."

Commenting on Studds' assertion that he will be the next chairman of the Merchant Marine Committee, Bryan said "if Studds does for the full committee what he has done for the fishing industry he now oversees, they'd better man their lifeboats."

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The Center is open seven days a week. All new volunteers will be given an orientation and training session to introduce them to the Center

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Answers to game on page 27:

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"Água Mole em Pedra Dura

By José Vinagre

As vózes e escritos dos velhos sábios, são sem duvida as melhores heranças que nos deixaram, tanto em obras literarias como em adagios do povo.

Sendo assim achamos apropriado usar no escrito de hoje um desses adagios para melhor ilustrarmos a necessidade da continua participação por parte da nossa malta as audiencias publicas que visaon a preparação de regras e regulamentos que regem as vidas de muita gente ligada a vida do mar.

Temos por várias vezes nestes escritos chamado a atenção da nossa gente para audiencias publicas marcadas pela comissão regional das pescas, para discutirem propostas de alteração aos planos de conservação das mesmas. Chamamos em particular atenção ao facto de que malta da area de New Bedford Não se fazia ouvir a estas reuniões e notava-se a grande falta de presença por parte dos interessados.

Várias reuniões se passaram onde as vozes de gentes de outras areas apresentaram as suas opiniões, as quais foram repetidas em subsequente audiencias publicas.

Acontece porém que algumas dessas opiniões foram tomadas em conta por parte dos responsaveis em preparar o plano ordenado pelo tribunal. Essas opiniões, uma vez postas em practica, irão afectar em grande escala a maneira como os pescadores de New bedford se têm habituado a pescar. O aumento do tamanho da malha e as zonas de pesca que se propõem fechar, são alguns dos pontos de maior relevo.

Uma vêz picados com a ameaça de maximas alterações, a nossa maita finalmente decidiu aparecer em massa, em numero a redondar os 300, a uma dessas audiencias e chamar a atenção dos reguladores para os seus pontos de vista.

Ora isso é tudo muito bom, só é pena não acontecer mais vezes, no entanto a presença e a exposição verbal de opiniões, não é suficiente para fazer o impacto necessario a alterar a já formada opinião dos reguladores.

Tudo tem um processo próprio de concretização: audiencias publicas, conferências e propostas escritas, são na norma o processo levado por estas coisas, e por tal achamos que, ara que a viagem a Danvers tenha um impacto positivo e não seja considerada um Passeiro a Senhora da Asneira, um contra plano devidamente escrito, com cabeça, tronco e membros, tera que ser apresentado imediatamente, pois agora o tempo já esta a ficar limitado.

Como já fizemos no passado, continuamos a dizer agora, que a participação de poucos é melhor do que nenhuma participação, cem é que ser constante, pois como diz o ditado, "ÁGUA MOLE EM PEDRA DURA TEM LHE DA QUE A FURA."

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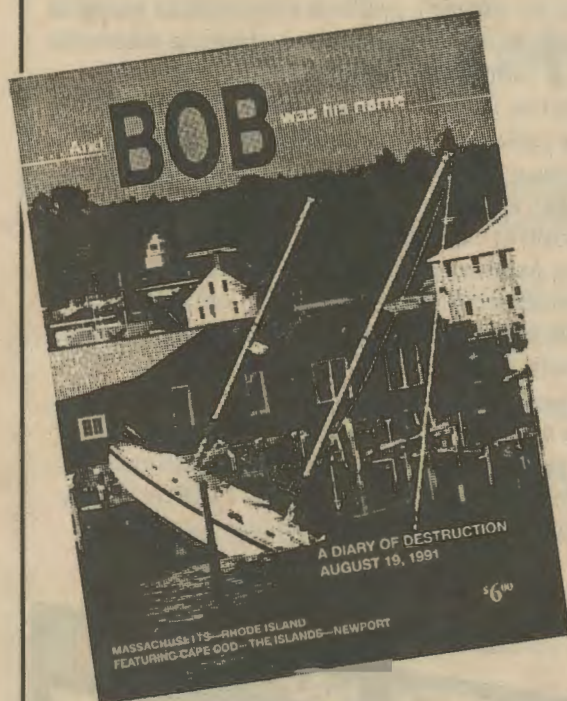
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